



Norman H. Bangerter
Governor
Dee C. Hansen
Executive Director
Patrick D. Spurgin
Division Director

State of Utah

DEPARTMENT OF NATURAL RESOURCES
DIVISION OF STATE LANDS AND FORESTRY

355 West North Temple
3 Triad Center, Suite 400
Salt Lake City, Utah 84180-1204
801-538-5508

RECEIVED
OCT 12 1989

5/047/036
DOGM
MINERALS PROGRAM
FILE COPY

DIVISION OF
OIL, GAS & MINING
October 10, 1989

Mark F. Lindsey
The Native Asphalt Company
136 E. South Temple
1750 University Club Bldg.
Salt Lake City, UT 84111

Dear Mark:

RE: ML 7920 and ML 35709

Last week, I had a chance to walk over the State ground where you propose to mine tar sands on Asphalt Ridge. I observed a number of terrain features that appear inconsistent with your proposal, and require clarification.

1. The targeted ridge is narrow and very steep, with slopes ranging from 30 to 90 degrees. A 90 foot wide excavation, as you propose, may essentially remove the ridge top and leave slopes outward. The operation will necessitate heavy mulching or netting of out slopes to prevent erosion. Overburden and topsoil placed back onto the mined out areas will need to be compacted and reseeding will require a seed drill.

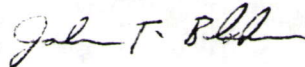
2. The tar sand outcrops only along a narrow band along the northern face of the ridge rather than occupying 60% of the surface as you suggest. The seam is covered by at least six feet of overburden at its shallowest point along the ridge top and dips sharply toward the southwest. A considerable amount of overburden material will need to be handled in the course of mining. I am concerned over how this material will be stabilized and prevented from contaminating adjacent slopes along the narrow ridgeline.

3. The access road traveling up and along the ridge is merely a jeep trail. Considerable road improvement will be needed to make grades and surface amenable to ore haulage trucks. You must submit a detailed plan of the access road you will construct, including widths, grades, cuts, and fills. The plan must include measures to mitigate erosion of the road and of the hillside upon which it is constructed.

Mark F. Lindsey
The Native Asphalt Company
October 10, 1989
Page Two

It appears to me, Mark, that the undertaking which you originally proposed may involve much more surface disturbance and reclamation than envisioned. We really need to get together with your mining engineer to discuss these issues and come up with a plan of operation that is acceptable to the Division.

Sincerely,



JOHN T. BLAKE
MINERAL RESOURCES SPECIALIST

JTB/eb

cc: **Lowe** Braxton
Div. of Oil, Gas, and Mining